

Capital Traction Company Powerhouse
3142 K Street, N.W.
Washington (Georgetown)
District of Columbia

HABS No. DC-145

HABS
DC
GEO
88 -

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
Office of Archeology and Historic Preservation
National Park Service
801 19th Street, N.W.
Washington, D.C. 20006

HISTORIC AMERICAN BUILDINGS SURVEY

HABS No. DC-145

CAPITAL TRACTION COMPANY POWERHOUSE

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Location: 3142 K Street, N.W. (Georgetown), Washington, D.C.,
south side, at the foot of Wisconsin Avenue.

Present Owner,
Occupant and Use: None. Building demolished 1968.

Statement of
Significance: The building housed the equipment which generated
the electricity for Washington's transportation
system from about 1911 to 1943. It is superior
industrial architecture, and an impressive landmark
on the Georgetown waterfront.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Original and subsequent owners: The following is an in-
complete chain of title to the land on which the powerhouse
was built. The site is Square 1174, lot 801 (old Square 4,
lots 5 (west part), 6, 7, 8, 9, and 10.) The references
are all to the Recorder of Deeds, District of Columbia.

Part of lot 5, and lots 6, 7, and 8:

- 1818 Deed January 30, 1818 recorded February 10, 1818 in
Liber AQ 41 folio 27
Washington Bowie
To
Richard Parrott
West part of lot 5, and all of lot 6, with the wharfs,
buildings, etc. on said property. Consideration
\$11,200.
- 1835 Deed April 28, 1835 recorded July 7, 1835 in
Liber WB 54 folio 263
Bank of U.S.
To
William H. Barker
Undivided moiety of lots 7 and 8. Consideration, \$300.
- 1835 Deed May 13, 1835 recorded July 7, 1835 in
Liber WB 54 folio 284

William H. Barker et ux Jeannette
William R. Thruston et ux Abigail E.
To
Robert Mumby
Lots 7 and 8

1836 Deed July 2, 1836 recorded July 4, 1836 in
Liber WB 57 folio 225
Robert Mumby et ux Rachel
To
George Chambers
Lots 7 and 8

1852 Deed November 9, 1852 recorded November 24, 1852 in
Liber JAS 48 folio 208
George Chambers
To
Francis Dodge Jr.
Alexander H. Dodge
Tenants in common
Lots 7 and 8.

1858 Assignment in Trust December 31, 1857 recorded Jan. 11, 1858
in Liber JAS 147 folio 205
Francis Dodge (Jr.)
Alexander H. Dodge
To
Henry C. Mathews
Edward Chapman
Sell and release all the lots including wharves
in Georgetown on the south side of Water Street (K)
between High (Wisconsin) and Congress (31st) Streets,
and "the warehouses thereon as lately occupied by
them and used as their place of business." This
document lists also all other property they owned,
including ships, and "their stock in trade of sugar,
flour and other merchant goods."

1859 Deed in Trust July 19, 1858 recorded January 12, 1859 in
Liber JAS 167 folio 342
Edward Chapman
Henry C. Mathews
trustees
To
Francis Dodge (Jr.)
Robert P. Dodge
Allen Dodge
trustees of Adeline, wife of Charles Lanman, and
of Virginia, wife of Benjamin P. Poare, under will

of late Francis Dodge Sr. (Will Book 6, folio 449, October 14, 1851.) This refers to the property of the 1858 deed. Lot 6 and the west half of lot 5 (56' 5" on K Street) sold for \$16,000, "being the wharf, lot, warehouse, and premises which were conveyed by Washington Bowie to Richard Parrott on January 13, 1818...."

1873 Deed July 28, 1873 recorded September 17, 1873 in
Liber 729 folio 193

Francis Dodge (Jr.)

Robert P. Dodge

Allen Dodge

Trustees for

Adeline Lanman

Virginia Poare

Adeline Lanman

Virginia Poare

Frances J. Dodge

wife of Francois Dodge

To

John W. Thompson

Pres. of the N.Y., Alexandria, Washington and

Georgetown steamship company (Corp. of N.Y.)

Lots 6, 7, 8 and west part of 5.

1877 Deed May 25, 1877 recorded June 4, 1877 in
Liber 856 folio 191

John W. Thompson

President of the N.Y., Alexandria, Washington

and Georgetown Steamship Co., et ux Jennet

To

The Inland and Seaboard Coasting Co.

Part of lot 5; 6, 7 and 8.

1891 Deed July 14, 1891 recorded July 25, 1891 in
Liber 1590 folio 418

John W. Thompson

Nathaniel Wilson

trustees

To

George H. B. White

Part of lot 5, all of 6, 7 and 8.

1892 Deed February 6, 1892 recorded February 24, 1892 in
Liber 1656 folio 293

George H. B. White

To

Samuel C. Raub

West part of lot 5; lots 6, 7 and 8.

1910 Deed May 6, 1910 recorded May 7, 1910 in
Liber 3331 folio 64
Samuel G. Cornwell
Wharton E. Lester
Henry P. Blair
substitute trustees under deed in trust from
Samuel C. Raub, February 24, 1892, Liber 1649
folio 432 by decree in Equity case 23243
To
The Capital Traction Co.
West part of lot 5; lots 6, 7 and 8.

Lots 9 and 10:

1808 Deed of November 4, 1807 recorded March 29, 1808 in
Liber T folio 222
James C. King
To
Henry Foxall
Consideration \$3500.
All of lots 10 and 9.

1858 Deed January 20, 1858 recorded February 3, 1858 in
Liber JAS 149 folio 98
Philip T. Berry
David English
trustees of will of Henry Foxall
and
Samuel F. McKenny
John G. McKenny
Margaret Ann Osborn, nee McKenny
Charles H. Cragin et ux Henrietta F., nee McKenny
Philip T. Berry et ux Sarah, nee McKenny
and
Samuel McKenny
To
William Redin
Lot 10, parts of lot 9.
Includes "3 story brick warehouse and wharf"
(30' 3" wide) "subject to right of way ingress and
egress to and from High St. [Wisconsin] in and over
the same by the owners of the two lots and warehouses
east of the premises."
Also lot adjoining (27' 3"), including "2 story
brick warehouse on this lot and wharf adjoining,"
on east is a "similar warehouse" also subject to
egress and ingress from east and west.

1858 Deed January 20, 1858 recorded February 3, 1858 in
Liber JAS 149 folio 93

William Redin

To

Sarah Berry

wife of Philip T. Berry

Same two lots as above.

1883 Will of Sarah Berry dated April 19, 1882, probated
May 25, 1882. Will Book 20 folio 289.

"I devise to my son Philip T. Berry and his heirs
the three story brick warehouse situated at the S. E.
corner of Water [K] and High [Wisconsin] Streets...
and also the 2 story brick warehouse east of one
adjoining the same with the ground belonging to
each..." (2 conveyed by Redin: lot 10; part lot
9; 57 1/2' on K St.)

1883 Deed in Trust November 5, 1883 recorded November 23, 1883 in
Liber 1062 folio 174

Philip T. Berry et ux Hattie C.

To

Charles H. Cragin Jr.

Second of lots above: 27' 3".

1885 Deed in Trust April 3, 1885 recorded April 3, 1885 in
Liber 1119 folio 153

Philip T. Berry et ux Hattie C.

To

Charles H. Cragin

Charles H. Cragin Jr.

1905 Deed November 20, 1905 recorded December 5, 1905 in
Liber 2959 folio 473

Charles H. Cragin Jr.

trustee

To

Henry C. Haneke

Robert C. Cumberland

Lot 10 and west part of lot 9, i.e. same 2 parcels
as above, 57 1/2 ft. on K St.

1892 Deed September 30, 1892 recorded September 30, 1892 in
Liber 1727 folio 340

Charles H. Cragin

Trustee

Edith A. McCartney

formerly Edith A. Cragin

To

Richard F. Wainwright

East part of lot 9, 27'3" on K St.

- 1892 Deed in Trust October 8, 1892 recorded October 17, 1892 in
Liber 1734 folio 467
Richard F. Wainwright
To
Augustus Bergdorf
William Hayde
East 27'3" of lot 9. Consideration \$11,152.80.
- 1897 Deed in Trust November 20, 1897 recorded December 27, 1897 in
Liber 2281 folio 162
Charles M. McCarteney
trustee under trust from Richard F. Wainwright
To
Charles H. Cragin
- 1910 Deed May 10, 1910 recorded May 11, 1910 in
Liber 3326 folio 259
Charles H. Cragin
trustee
To
The Capital Traction Co.
27'3" of east side of lot 9.
- 1906 Deed October 1, 1906 recorded October 1, 1906 in
Liber 3016 folio 427
Henry C. Haneke et ux Virginia M.
Robert C. Cumberland et ux Charlotte E.
To
Juliet M. Williams
Lot 10, west part lot 9.
- 1909 Deed February 17, 1909 recorded February 18, 1908 in
Liber 3218 folio 25
Charles P. Williams et ux Juliet M.
To
Catherine L. Herron
Henry L. Roach
tenants in common
- 1910 Deed May 3, 1910 recorded May 14, 1910 in
Liber 3314 folio 475
Catherine L. Herron et vir W. Frank D.
Henry L. Roach
unmarried
To
The Capital Traction Co.
Lot 10, west part lot 9.

1946 Deed September 25, 1946 recorded October 10, 1946 in
Liber 8351 folio 508
Capital Transit Co. (D.C. Corp.)
To
Real Properties Inc. (Delaware Corp.)
Consideration \$250,000.

1951 Deed October 18, 1951 recorded October 23, 1951 in
Liber 9579 folio 564
Real Properties Inc. (Corp. of Delaware)
To
John Loughram
Part lot 5, all of 6-10. Consideration \$375,000.

1963 Deed recorded June 13, 1963 in
Liber 12013 folio 518
John Loughram
To
George Basiliko
Part of lot 5; 6-10.

1963 Deed recorded June 13, 1963 in
Liber 12013 folio 522
George Basiliko et ux
To
The Lumbermen's Company

1964 Deed recorded March 1964 in
Liber 12163 folio 383
The Lumbermen's Company
To
Samuel F. Thomas
Part of lot 5; 6-10.

1967 Release recorded May 19, 1967 in
Liber 12752 folio 480
Chasco Incorporated
To
Samuel F. Thomas
Same lots as above.

2. Date of erection: 1910-1911. All the land was acquired by May, 1910.
3. Architect: Not ascertained.
4. Original plans, construction, etc: None known.
5. Alterations and additions: The interior rear hall shows concrete block casings added to many of the steel support beams. All original machinery has been removed.

6. Important old views: The photograph taken 1861-62 by George N. Barnard (Library of Congress, Dept. of Prints and Photographs LC-USZ62-4571) shows the site, with the warehouses of Henry Foxall and the Dodge family.

B. Historical Events Connected with the Structure:

1. The following information is from the Georgetown Spectator, July 27, 1967, v. 5, no. 15, p. 3: "The Capital Traction Co. built the power plant in 1910-11 to provide power for its streetcars, previously drawn by horses. It was built to be grand and stately by the owners of the firm, Georgetown residents, who were well aware of its importance in the heart of the Georgetown waterfront.

"At the height of its operation, the plant had twelve boilers which operated five turbo-generators producing 18,500 kilowatts of electrical power which was in turn carried to four sub stations located through the city. Each sub-station was fed by a high tension cable carrying 6,600 volts. At the sub-station, this power was converted to 600-volt direct current and fed to conductor bars in the tracks to run the cars."

2. Biographical information on Henry Foxall, who owned lots 9 and 10 from 1808 to 1823:

One of the wealthiest men in Georgetown in the early 19th century was Henry Foxall, who owed much of his fortune to his foundry which supplied armaments to the U.S. government. He also, however, owned much real estate in Georgetown, and his name occurs in several of the deeds relating to this waterfront area. Between 1808 and 1858 he (and after 1823, his trustees) owned lots 9 and 10 at the foot of Wisconsin Ave., which had three warehouses on them, one of three stories, and the others of two. Since the Corporation Wharf was next to these (at the foot of Wisconsin) they were in a highly desirable location. This land is now covered by the western part of the Capital Transit Power Plant. He is also connected with 1072 Thomas Jefferson Street, for in 1809 a Deed in Trust to Richard Parrott and John Mountz was made in order "to secure Henry Foxall \$1500 for 3 years," and in 1812 he actually purchased the house.

The Dictionary of American Biography, (1931) v. VI, p. 573 gives a full outline of his life. In brief, he was born in England, May 24, 1758, emigrated to Ireland in 1794 and continued his earlier work with iron. It was in Ireland that his conversion to ardent Methodism took place. In

1797 he came to Philadelphia, and with Robert Morris Jr. began the Eagle Iron Works. In 1800 he moved to Georgetown and established the Columbian Foundry, to be an important government supplier. In 1815 he sold his foundry and the following year went back to England. Returning to the United States, he was mayor of Georgetown from 1821 to 1823. He returned to England in 1823, and died there December 11. He had been a friend of Jefferson, Madison, and Monroe, and had given generously to religious bodies.

Cordelia Jackson in "People and Places of Old Georgetown," (Records of the Columbia Historical Society, v. 33-34, 1932, p. 154) relates that Henry Foxall came to Georgetown in 1800: "It was at the suggestion of Jefferson that Mr. Foxall came to Washington. He built a commodious house on 34th Street between the canal and Water Street that is yet standing. He also erected an iron foundry at Spring Hill, just above Georgetown on the Canal road, where he made cannons for the government for 15 years. His were the first bored cannon made in this country. It is said that the battle of Lake Erie was delayed, Captain Perry giving orders that not a gun should be fired, until Mr. Foxall's cannons arrived. They were dragged across the country by oxen."

Although Foxall lived in Georgetown, and even built houses there (Foxall Row) his famous foundry was situated further up the river, above Georgetown University. In the account by Rev. Edward I. Devitt, "Georgetown College in the Early Days," (CHS, v. 12, 1909, p. 34) we can glimpse that even so far removed from the town, its presence was not forgotten: "The towers [of the North Building in Georgetown University,] give it a chateau-like appearance. They were added not solely for ornamental purposes; the concussions from the testing of guns at the neighboring Foxall's foundry endangered the walls of the original building, and the towers helped to secure strength and safety."

The most famous event connected with Foxall's Foundry was the British invasion, and the subsequent largesse of Mr. Foxall. "When the news came that the British were marching upon Washington, Foxall naturally feared that because of his nationality, his foundry would be destroyed. Being an attendant at the Georgetown Methodist Church (to which all Methodists in Washington had to come, having no church of their own,) Foxall made a vow, that if the British should spare his foundry, he would erect a church of his faith in Washington. As the British approached, burning and pillaging, a violent storm broke, accompanied by a cyclonic wind and the invading army hurried to the capitol, leaving

the foundry untouched. In accordance with his vow, Foxall, that same year gave a plot of ground on what is now the northeast corner of 15th and G streets [rather, 14th and L] and erected a substantial brick edifice. It was professedly named for the historic foundry in England where John Wesley held services, but presumably with Foxall's foundry in mind." (from Reider's Guide Book of Washington, p. 202, quoted in CHS, v. 33-34, p. 154.) He also became one of the first trustees of this church.

"Henry Foxall was a many-sided man and entered fully into the activities and interests of the community.... He became a director in one of the city banks; he owned a large bakery, the management of which he entrusted to his son-in-law, Samuel McKenney; he was a trustee and active stockholder in the George-Town Importing and Exporting Company, a prosperous concern in the shipping business with far-flung overseas connections; he was an investor in some of the Washington City unimproved lots; and he owned a considerable amount of real estate in George-Town." (Harold Donaldson Eberlein, and Cortland Van Dyke Hubbard, Historic Houses of George-Town & Washington City, Richmond, The Dietz Press, 1958., p. 75-76.)

He was also noted in the society of the times. "Henry Foxall was a man of great wealth and culture, and his house was the center of the most elegant hospitality. Among his visitors and friends were Bishop Asbury, John Quincy Adams, Gouverneur Morris, Francis Scott Key, and many other equally distinguished persons. But Thomas Jefferson was probably one of the most intimate, as he certainly was the most illustrious, of his friends." (Madison Davis, "The Navy Yard Section During the Life of the Rev. William Ryland," CHS, v. 4, 1901, p. 204.)

By 1878 the famous Foxall Foundry, which had been sold in 1815 to John Mason, had ceased its original use, and was the site of milling and distilling.

The Georgetown Assessment records for 1800-07, just after Mr. Foxall came to Georgetown, show the following: (National Archives Microcopy 605, Group 351, roll 7)

1 lot improved on Frederick [34th Street]	4500
3 horses	300
1 cow	15
carriage	200
furniture	400
	<u>\$5415</u>

- B. Biographical note on the Dodge Family, who owned warehouses on lots 7 and 8, 1852-1858, and held other lots in trust:

Lots 7 and 8, fronting on the south side of K Street 92 feet, were owned by Francis Dodge, Jr. and Alexander H. Dodge, his brother, from 1852 to 1858, although they appear to have been used by the Dodges until 1873. On these lots were warehouses, and wharves.

The Dodge family, who were merchants and importers, owned their first property at the southeast corner of Wisconsin and K Streets, (see HABS DC-100 and HABS DC-151) and also owned numerous warehouses along the south side of K Street from the 1820's onward. One such building standing in this area in 1839 is mentioned in the records of the Firemen's Insurance Co. of Washington and Georgetown (303 7th St. N.W.): "\$10,000 (in addition to the sum of \$15,000 insured or to be insured on the same in other insurance companies) on their stock of merchandise consisting of such articles as are usually kept for sale in wholesale grocery stores, contained in the 3-story brick warehouse covered with shingles, occupied by them as a wholesale grocery store, situated on the south side of Water Street between High and Congress streets in Georgetown, adjoined on the East by a brick house, not adjoined otherwise." (Date of policy April 25, 1839, reference number 645, page 148. Files of the Commission of Fine Arts.)

"Col. Francis Dodge [Sr.] came to Georgetown in 1798 from Hamilton, Essex County, Mass.; engaged in shipping with his brother Allen, who had preceded him and who had secured the contract for building a bridge across the Potomac. Together they built up a business that grew into a large trade with the West Indies, in their own vessels. His brother returned to Massachusetts because of ill health and Mr. Dodge continued the business with marked success, taking it through the trying period of 1812-1815. In 1807 he married Elizabeth Thomson, the family coming to Georgetown from Annapolis. In 1810 he purchased a commodious house from General James M. Langan, a hero of the Revolution, on the southeast corner of 31st and Q Streets [illustration pl. 29, v. 33-34] and cater-corner from Tudor Place...." (Cordelia Jackson, "People and Places of Old Georgetown," CHS, v. 33-34, p. 152-153.)

He was a pew holder at the Presbyterian Church of Georgetown in 1805 to 1808, and on April 6, 1821 participated (as one of the commissioners for erecting the building) in the

cornerstone laying of the new Presbyterian church. President James Monroe was also at the ceremony. In 1833 he was a member of the Common Council of Georgetown.

Georgetown Assessment records, 1800-07, (National Archives Microcopy 605, Group 351, roll 7) has the following entry: "Allen Dodge: furniture, 80." An A. H. Dodge was treasurer of the Potomac Lodge No. 5 from 1855 to 1859. For further information on the Dodge family see HABS DC-100.

Washington City directories provide the following information about the Dodes during the period they owned these lots:

- 1853 F. & A.H. Dodge, importers South side Water St between High [Wisconsin] and Congress [31st] Streets, Georgetown Francis Dodge (deceased) family res. NE corner Gay and Congress [N. St. and 31st St.]
- 1855 A.H. Dodge, flour merchant, res. 66 West St.
F. & A.H. Dodge, shipping merchants 63 Water St.
H. Dodge, warehouse 66 Water St.
Francis Dodge, commercial merchant 85 Water St.

These warehouses at 63 and 66 Water Street are undoubtedly the ones at lot 6 and 7. The 1858 "Assignment of Trust" (Liber JAS 147, folio 205) refers to "the warehouses thereon as lately occupied by them and used as their place of business", and in the deed for lots 9 and 10 adjacent, of 1858 (Liber JAS 149, folio 98) refers to two brick 2-story warehouses on the property next to it (i.e. on lots 7 and 8).

- 4. Washington directories provide the following tenant information:
 - 1915-33 Capital Traction Co. power house, Southeast corner of Wisconsin and K Streets
 - 1935-41 Potomac Electric Power Co. (substation) 3142 K St.
 - 1942 vacant.

C. Sources of Information:

- 1. Primary and unpublished sources: Recorder of Deeds, District of Columbia.
Washington city directories.
Georgetown Assessment Record, 1800-07 (National Archives).
- 2. Secondary and published sources: Records of the Columbia Historical Society, Vol. IV, p. 204; Vol. XII, p. 34; Vol. 33-34, pp. 152-154.
Dictionary of American Biography, New York, Charles Scribner's Sons, 1931, Vo. VI, p. 573.
Harold Donaldson Eberlein and Cortlandt Van Dyke Hubbard,

Historic Houses of George-Town & Washington City, Richmond, Va., the Dietz Press, Inc., 1958, pp. 75-6
Georgetown Spectator (newspaper) July 27, 1967, vol. 5, No. 15, pp. 1 & 3.

3. Likely sources not yet investigated: D.C. Building permits, records of the D.C. Transit Co. (successor of Capital Traction Co.)

Prepared by Daniel D. Reiff
Architectural Historian
National Park Service
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PART II: ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The design of this powerhouse was a conspicuous attempt by the Capital Traction Company to emphasize the importance of the streetcar system by building an imposing structure at the southern terminus of Wisconsin Avenue. The structure can be compared with many of the major edifices that appeared at the turn of the century. Richardson's Romanesque influence is evident in the massing and fenestration, but with Sullivan-like sensitivity in detail and materials. The fine handling of the wrought iron stairway, the Flemish bond brick walls, and the fenestration indicate the care of the builder. There are fine interior spaces.
2. Condition of fabric: Considering the poor maintenance the building has received in the past years, the fabric is in good condition. The Flemish bond remains well pointed and structurally sound. The steel columns, though rusty, show no failures. Most windows are broken, the floors are littered, and the basement is flooded, but the structure is sound.

B. Description of Exterior:

1. Overall dimensions: An L shaped structure: 155' 7" north side, 225' 0" east side, 119' 0" south end, which is at about 60° angle with the east wall. The south hall (or ell) which extends to the river is 99' 0" long on its west side, and is set in 45' 0" from the west. The north elevation has sixteen bays, the west eight bays, the south three. The northern hall is 68' 10" deep. A basement story with small windows is below the south hall. See ground plan sketch.

2. Foundations: Steel WF columns (some enclosed in cinder blocks) rest on concrete footings on the interior with load bearing Flemish bond brick walls on the exterior. On the rear east elevation, the foundation is of cinder block.
3. Wall construction, finish and color: The walls have some of the finest brickwork in Georgetown. Red brick in Flemish bond encloses the power plant on all sides, except for the southern part of the east wall where cinder block in common bond has been substituted. Belt courses encircle the plant near the top and at about the middle, in various combinations of common bond, Flemish bond, and header and vertical stretcher rows. Brick pilaster strips are evident at various locations about the building. A brick parapet encircles the upper roof and is capped by cast stone coping.
4. Framing: The framing is composite WF steel columns and beams. Recently, some of the columns have been enclosed in cinder block, probably for fireproofing. The walls about the periphery are load bearing. The southern portion of the east wall is common bond cinder block. Two large parallel steel tracks and the machinery which traveled on them can be seen near the ceiling in the northern hall.
5. Porches, stoops, bulkheads, etc: A concrete retaining wall with a steel pipe railing on the top holds the river bank to the south. Between the powerhouse and the retaining wall are steel tracks, perhaps used earlier by trains.
6. Chimneys: There are two round tapering stacks, faced with yellow square fire brick; one rises from inside the powerhouse near the east side, the other outside next to the west wall. They are about 63' in circumference at six feet above the main floor, and about 220 feet tall.
7. Openings:
 - a. Doorways and doors: The main street entrance, located near the west corner of the north wall, is segmentally arched and enframed in a cast stone architrave with superimposed keystone. The double wood doors are painted green. The drive-in door on the south wall of the northern hall has diagonal wood planking. About mid-point in the south wall of the southern hall is a round arch opening containing double doors of 15 lights each (with a transom of two 6 light panels) and a fan light of 13 panes. Below this doorway is a wooden door of two small paired vertical panels opening into the

basement. On the west elevation at the southern corner are two wooden doors with an exterior steel stairway and landing.

- b. Windows and shutters: No shutters. The fenestration is composed partially of segmental arch openings with triple course keystones and cast iron sills. This occurs mainly in the north hall, at the top of which is a row of round arches, with six over six wooden framed double hung windows. Here a variation of the Palladian motif occurs. Two vertical wooden casement windows with two lights each flank the round arch opening. On the west side of the northern hall is a filled-in round arch window with prominent keystone above three vertical 45 light projecting metal windows. On the south and west sides of the south hall the fenestration consists of three large round arched openings. Below a horizontal strip at the spring line is a forty-eight light window, and above this line the semicircular opening contains about twenty-two lights. These are now missing practically all their panes and many muntins. Above these in a stepped back upper wall is a row of round arched windows with three panes and wooden fill in the circular opening. At the basement level are rectangular windows with formed stone openings and flat brick arches. Above the northern hip roof are a row of paired six light windows in rectangular openings below a cast stone coping. Translucent and transparent lights are evident in the remaining windows. A round window motif is continuous about the structure creating a rhythm and uniformity which adds greatly to the cohesiveness of the large powerhouse.

8. Roof:

- a. Shape, covering: A half hipped roof covers the northern projection. The remaining roofs are concealed behind the parapets.
- b. Cornice, eaves: Projecting cast stone copings crown the parapets. A cast stone cornice projects at the roof level (the base of the parapets). On the northern hall, a stone string course, at the level of the window arch spring, runs the length of the facade on paired brackets. The northernmost roof extends out in a simple wooden eave.
- c. Dormers, cupolas, towers: None.

C. Description of Interior:

1. Floor plans: The northern hall is a large rectangular gymnasium-like space with three tiered galleries at the northern side. The southern hall has a "basilican" floor plan. Below this hall is a basement of rectangular shape divided by the continuing columns. The basement of the northern hall is divided by partitions and columns.
2. Stairways: Just inside the main entrance near the west corner on the north side, is a quarter turn stair with landing (run of 4, then 12). The newel posts are of cast iron with delicate wave-like circular wrought iron decoration in the balustrade. The handrails are of carved wood. The steps are of stone resting on perforated cast iron 7 3/8" risers. Three stairs, quarter-turn with landings, wind up the three tiers with round steel rails. The stairs are located in the southwest corner of the tiers.
3. Flooring: Most of the flooring is concrete.
4. Wall and ceiling finish: The interior walls are of common bond red brick ~~some~~ with headers at the sixth and ninth courses; dark green glazed bricks; and cinder block. A small number of plaster walls occur also. The ceilings are of concrete and tin with steel rafters.
5. Doorways and doors: In the northwest corner of the northern hall (which contains a brick section to the height of the front hall with entrance stairs, doors to the gallery, and small rooms), doorways lead off the entrance landings. The doorways have a segmental arch (double header row) above a rectangular opening 2'8" wide with a three panel wooden door, the upper panel being the largest. The door is painted gray and the door frame green. Since the green glazed face bricks reach to about 6 1/2' (to the spring of the brick arch) the door frame thus continues the color of the high dado zone. Similar doorways are seen on the south wall of this brick stairway section, where originally the doors must have given onto a walkway west of the galleries at the second and third floor levels. Now the doors are fixed closed and there are no stairs or walkways on this wall.

At each end of the south wall of the northern hall there was originally a segmental arch doorway. Each had a 6' x 7' rectangular opening with a segmental arch of double header row above the green glazed face brick dado zone. These were the entrances to each side of the southern hall, and contained

two leaf wood doors. The eastern one has a later guillotine type metal fire door. The western has been carefully bricked up, and the green glazed face brick dado zone carried across. In the center of this wall (the middle of seven bays formed by vertical steel columns against this wall) is a 10' x 10' opening, not original, cut through the wall, and closed with a sliding metal fire door on the southern side. The soffit is steel. Here the green brick is exposed, and can be measured: 4 1/2" x 3" high x 8 1/2" long (thus, larger than the conventional bricks).

Several other changes in door openings indicate that after its completion there was some considerable rearrangement of door positions and window openings in the Powerhouse. For example, at the south end of the east wall (northern hall) an exit door has been carefully inserted in half of a large lunette window, and cut down through a stone sill to floor level. Another later door is on the main floor level, from the entrance stairway in to the northern hall. A steel frame with a metal door is set in a concrete block wall, with a flat steel lintel.

6. Decorative features and trim: The interior trim is the riveted steel structural system which appears like lattice work about the side lights of the south hall. The stairways also have decorative ironwork. The cast iron newels to the stairs have egg and dart and cyma reversa moldings.
7. Notable hardware: None of note. A round steel railing encloses the tiered floors.
8. Lighting: The lighting has been well handled by using clerestories and high side lighting along with numerous windows in the walls at various levels. A few incandescent fixtures can still be seen.
8. Heating: Nothing is evident.

D. Site:

1. General setting and orientation: The power house is flanked on the east and west by railroad yards and parking lots. To the north is the Whitehurst Freeway and K Street and to the south the Potomac River.
2. Enclosures: A metal cyclone fence extends southward from the rear east wall to the top of the concrete retaining wall.

3. Outbuildings: None.
4. Walks: Concrete walks and asphalt roads. A pair of tracks turn the rounded south-west corner and parallel the south wall.
5. Landscaping: Various weeds, bushes and vines surround the powerhouse.

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